

7/21/18

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wheels of all types and sizes. Daily output is approximately 1,000 wheels, of which a certain proportion is supplied to a factory at Slonin to be used in the manufacture of agricultural machinery. The works has up-to-date equipment. Machinery in the milling and polishing shops is of [] origin. The lathes are all electrically driven. Cast steel used for the manufacture of the gear wheels is supplied from the foundries at Klezk by small gauge railway.

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5. Glass Factory at Dvinsk (64°5'N, 39°30'E)

This factory produces all types of glass but specializes in safety glass for cars, aircraft, and tanks. Quartz is supplied from quarries which lie approximately 6 km north of Dvinsk. Before the war, the factory employed 300 workers. Since the war, additional buildings have been constructed and production recommenced in early 1946. The number of workers then employed had risen to 700. The finished glass is cut into sheets approximately 10 cm x 7 cm and loaded onto railway cars.

6. Battery Works at Pskovan (unlocated)

The storage battery works at Pskovan were rebuilt during 1945 and 1946 and enlarged by the addition of three large and four small workshops. A new laboratory and testing bed were also constructed. In 1946, the works employed 700 men and produced all types of batteries, including large units for submarines. Approximately 100 of these submarine units were made in one year. Tests were also being made to insulate batteries against outside influences and to screen submarine engines from listening apparatus.

7. Spinning Mill in Leningrad

In 1947, 2,000 to 3,000 workers, mostly women and children between the ages of 11 to 14, were employed at a spinning mill situated in one of the Leningrad suburbs. Three eight-hour shifts were worked daily. The mill consists of three spinning sheds and several modern office buildings. Half the machinery is old and of Russian origin, and half is of modern German manufacture. All the machinery is driven by electricity.

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